

NAVIGATION TECHNOLOGY COMMITTEE

MEETING Minutes

The Board of Pilot Commissioners Navigation Technology Committee met Thursday March 20, 2008 at 10:00 a.m. at the Board of Pilot Commissioners office, Pier 9, Suite 102, San Francisco, CA Commissioner Johnston presiding. Committee members in attendance were SFBP Captain Gabe, Captain Tom Hill retired Exxon Master and Captain Vic Schisler Long Beach Pilot. Also in attendance were SFBP Port Agent Captain McIsaac, Scott Humphrey VTS, Captain Pecota CMA, Glen Paine VP MITAGS, Board counsel Paetzold, Executive Director Moloney, Secretary Evans and various members of the public.

It was noted that there were no changes or additions to the Mission Statement. The Committee reviewed and approved the February 13, 2008 meeting minutes.

The Navigation Technology Committee met last Thursday at the Board office and continued its detailed review of pilot training in navigation technology and of portable pilot units.

Glen Paine, VP of MITAGS (Maritime Institute of Technology and Graduate Studies), which is currently providing continuing education training to the SFBP under contract with the Board, provided an extensive power point presentation of electronic navigation issues and a discussion of the different levels of training provided by MITAGS and PMI, including a new multi-day course on electronic navigation for pilots, focusing on the advantages and limitations in modern electronic navigation systems, including RADAR, ARPA, ECDIS, AIS, PPU, VHF and IBS. Captain Pecota also discussed the training in electronic navigation systems provided to cadets at CMA and changes in the way navigation technology is taught.

Captain Gabe, SFBP, provided a review of two additional presentations of PPU's presented to the SFBP in the past two weeks, including Coastal Explorer and Navicom. A chart listing and comparing the features of various systems under consideration was provided to the Committee. (Copies are available from Board staff.)

The Committee continued extensive discussion of the advantages and limitations of PPU's generally and of some specific systems, including those capable of providing independent positioning information and those relying upon the ship's navigation equipment and presenting the information in a form familiar to the pilot. The Committee discussed public expectations and the reality of what such systems could provide, practical aspects, standardization, and integration with shipboard equipment.

The Committee recognized the differences in bridge team management practices on U.S. and foreign flag vessels and the role of master-pilot conferences in ensuring that the master and pilot discuss and agree on a navigation plan and timely resolve differences in any planning, and that the master is kept informed of the pilot's reliance on any information obtained from the PPU to the extent it is different than that available to the master. The Committee also discussed the importance of visual cross checks and the dangers of relying solely on one source of information to determine the vessel's position.

The next Committee meeting is scheduled for April 17, 2008 at 9:30 a.m.

The meeting was adjourned at 1:15 p.m.

Respectfully submitted,

Alice A. Evans
Secretary